

JT for Mayor: Road and Rail Plan

A bold plan to get Auckland moving

Wednesday 21 August

**STAND
UP** 



VOTE
JOHN TAMIHERE
FOR MAYOR

Roads: It's time to start building

We have spent enough time talking about how we are going to provide infrastructure for growth – it's time to start building. Auckland is a growing city; we could reach 2 million population in 10 years. By that time, 4 out of 10 New Zealanders will live here.

It's time for new leadership at Auckland Transport.

John Tamihere will work with Councillors to **replace the AT board**, impose Key Performance Indicators to ensure congestion is reduced, not increased. Return accountability by appointing two Auckland Councillors on the AT Board and asserting citizens' rights accordingly.

ATAP, the Auckland Transport Alignment Project, is a **stalled** agreement to spend \$28 billion on transport in Auckland by 2028. Nearly 60% of this \$28 billion is still subject to an "on merit" approval process by the National Land Transport Programme, so uncertainty still exists about the "announced" funding that Goff keeps talking about. It's time to stop talking about the **\$28 billion** and actually start building the priority projects and bring Government to the table with a much greater contribution.

Priority projects that will Get Auckland Moving will be put on steroids: Mill Rd, Penlink, Puhoi to Wellsford Motorway, the Kumeu bypass and the Port Access Upgrade.

Auckland Fuel Tax will be Gone: This discriminatory tax hurts those earning under \$80,000/year the most; **Public Private Partnerships** will be used to share the financing load.

Park and Ride Facilities: External investment will be welcomed and land made available so Park and Ride facilities can be built and operated at no cost to Council. AT's "feeder service" is not the answer and bigger Park and Ride facilities will be built, enabling the parking rights of local residents to be protected.

Road Congestion needs to be measured before any **Congestion charging** can be introduced in stages, if necessary to reduce peak loadings on major roads.

East-West Link: The mothballed road to run between Onehunga and Mt Wellington will be built along the existing strategic transport corridor that already runs between the two **suburbs**. Two lane viaducts will be built, over rail lines where required.

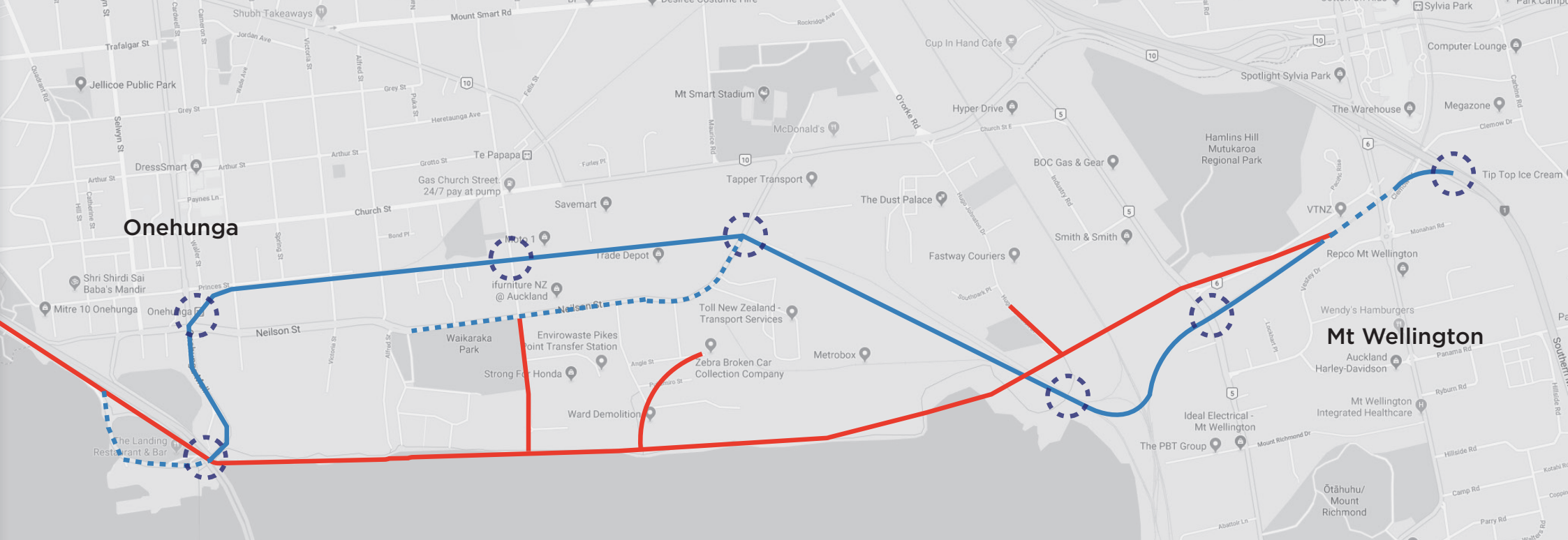
Consenting of housing developments needs to be integrated with transport infrastructure. Last week Council approved 34,500 new homes in South Auckland – with no infrastructure provision to allow for 100,000 extra people to connect to the transport network. Such announcements need to be accompanied by a plan to cater for the transport needs of those communities.



**STAND
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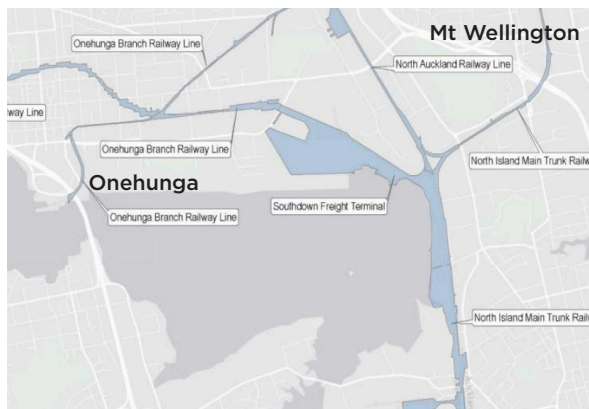


East West Link: Indicative Alignment

Blue line: JT for Mayor route along existing transport corridor. Construction of elevated road viaducts is a permitted activity under the Auckland Unitary Plan.

Red line: Waterfront route granted resource consent in 2017. Project was mothballed in 2018 by central government. Parts of the resource consent are subject to appeal in the High Court.

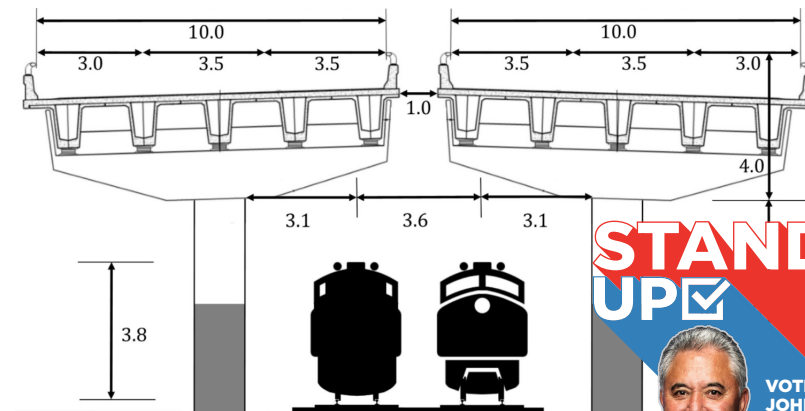
Dark blue dashed line: On and off ramps
Light blue dashed line: Upgraded or new road



Current transport corridors (shown in blue) available for use in, and between, Onehunga and Mt Wellington.

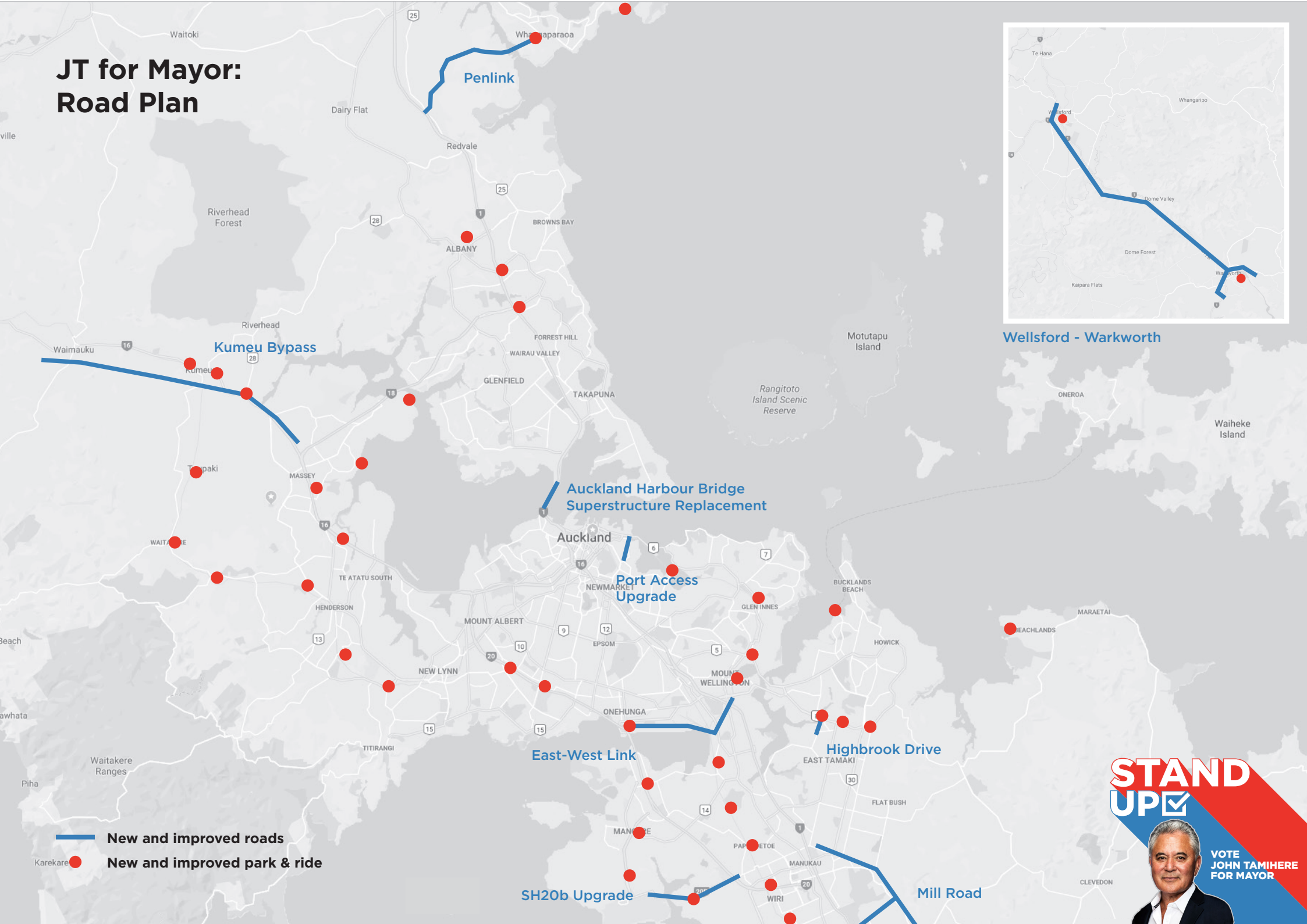


Road viaducts above rail in North Melbourne





East-West Link: road viaducts above rail

JT for Mayor: Road Plan



Wellsford - Warkworth

-  New and improved roads
-  New and improved park & ride

**STAND
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**VOTE
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FOR MAYOR**

JT for Mayor: Rail plan

New Rail North Shore: 16km of new rail will be built within 9 years on the North Shore along the Northern Busway from Albany, connecting to the Auckland Harbour Bridge and CBD street rail.

New Rail: 33km of new rail will be built within 9 years in central, south and east Auckland including to Botany, Mt Roskill, Mangere and the Auckland Airport. New rail will be built mainly on land already reserved for new rail; disruption will be minimised. All new rail will be built to Kiwirail mainline standards except in some places e.g. the AHB will have an include of 5% rather than 1%, and some turns in the CBD will be 30m radius rather than 100m.

Tram-trains with the same passenger capacity as existing trains will run on new rail, on existing rail up to the CBD edge and on new street rail through the CBD, within 9 years. Tram-trains can travel at 100 km/hr as Auckland's suburban trains can, but unlike our trains, tram-trains can climb grades of 6%, and turn corners as tight as 30m in radius. Tram-trains have been running for up to 30 years, now in over 30 cities including; Karlsruhe, Paris, Salt Lake City and Manchester. Tram-trains will deliver the benefits of trams in the CBD, and the benefits of trains outside the CBD, at greatly reduced cost and disruption as only a 4 km section of expensive street rail is required. Ground level power supply, in use more than a dozen cities for up to 20 years, will be used from the approaches to the AHB through to Spark Arena so that above head wires will not be required.

Auckland Airport will be served by trains and tram-trains on three lines within 9 years. Commuters will be able to travel to Onehunga - Auckland Airport - Wiri and Britomart and from every railway station in Auckland without changing trains.

Provincial Rail services will commence within 9 years using Provincial Tram-trains capable of travelling at 150 km/hr on suitable railway track and also capable of operating on street rail at lower speeds. Tram-Trains will better access provincial CBDs and allow services to be provided to the Auckland CBD as Britomart is currently at capacity in peak hours, and it is predicted that the CRL will also be at capacity in peak hours from soon after it opens.

Provincial Rail can eventually provide services to Hamilton, Te Kuiti, Cambridge, Mystery Creek, Rotorua, Tauranga, Mount Maunganui and Kawerau to the south and Kaukapakapa, Wellsford, Whangarei and Opua to the north.



Tram-trains will run on street rail in the Auckland CBD and on main lines outside the CBD.

**STAND
UP** ✓



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JOHN TAMIHERE
FOR MAYOR

Tram-trains for Auckland

- Able to operate on street rail and on the main lines
- Same track gauge as trains: 3'6" / 1067 mm
- Same floor height as trains: 750 mm
- Same width as trains: 2.76 m
- Similar weight as trains: 1.7 t / m
- Same length & passenger capacity as trains: 72 m
- 25kV AC / 750 V DC / ground supply / diesel
- Commuter rail top speed 100 km/hr
- Provincial rail top speed 150 km/hr
- 12m long body sections to allow sharp turns
- "Track brakes" for quick emergency stopping
- Blinkers, brake lights & train signal reading equipment

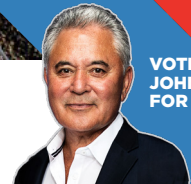


Tram-train: Can navigate 30m radius turns and climb 6% inclines



Train: Can navigate 100m radius turns and climb 3% inclines

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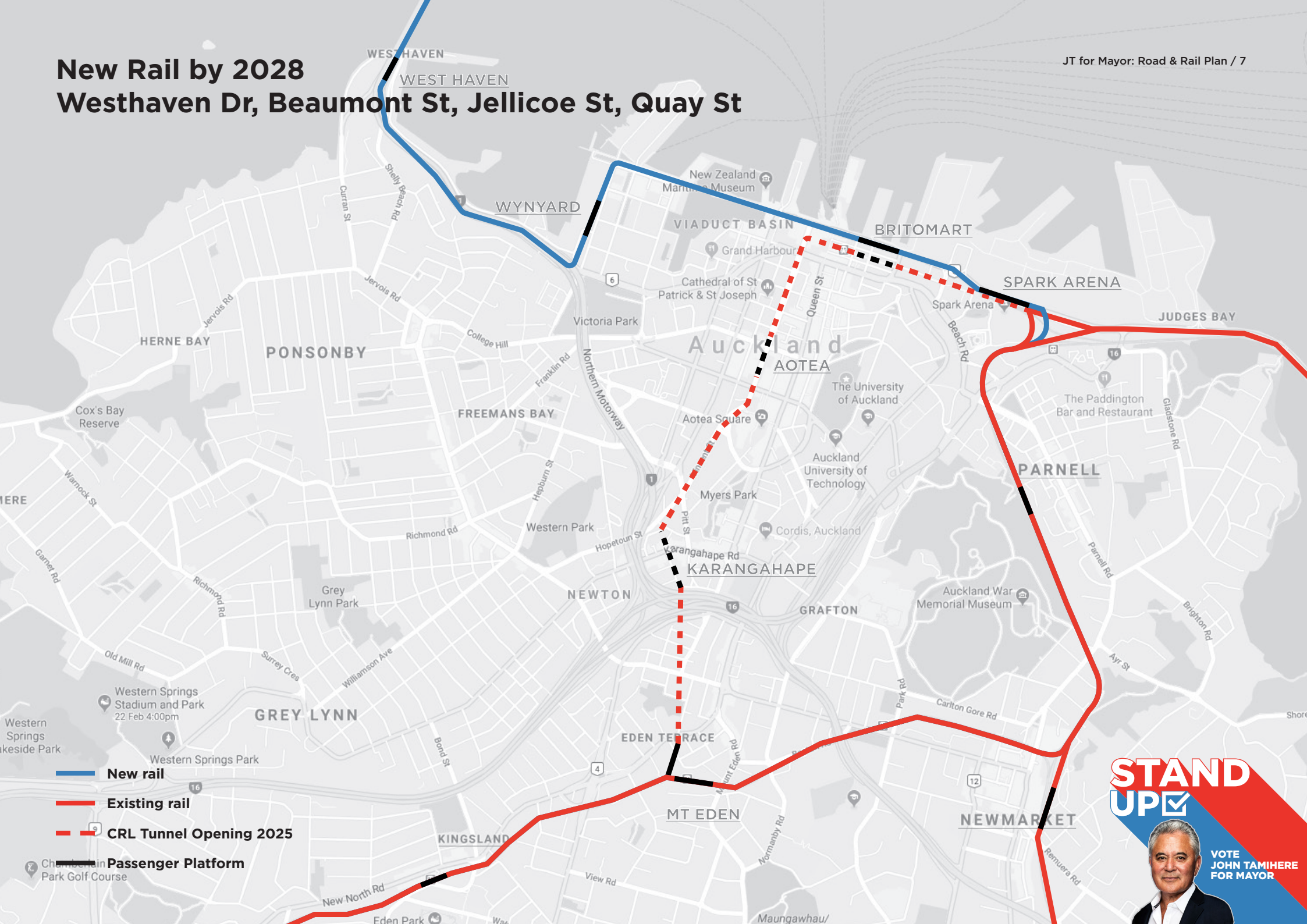


**VOTE
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FOR MAYOR**

New Rail by 2028

Westhaven Dr, Beaumont St, Jellicoe St, Quay St

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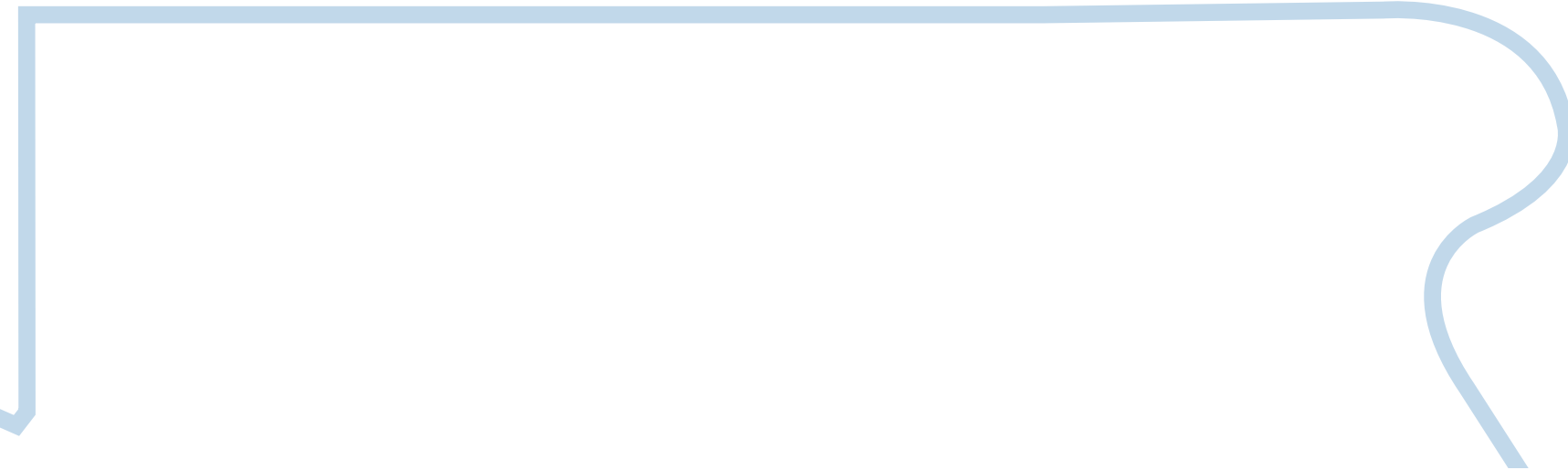
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Old Rail: 1953

Beaumont St, Jellicoe St, Quay St



Rail by 2028

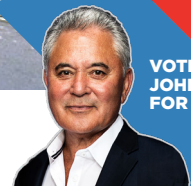
Right: Quay St from the Ferry Building looking west in 1968



Far Right: Shunting locomotive on Quay St in front of 1 Queen St in 1971



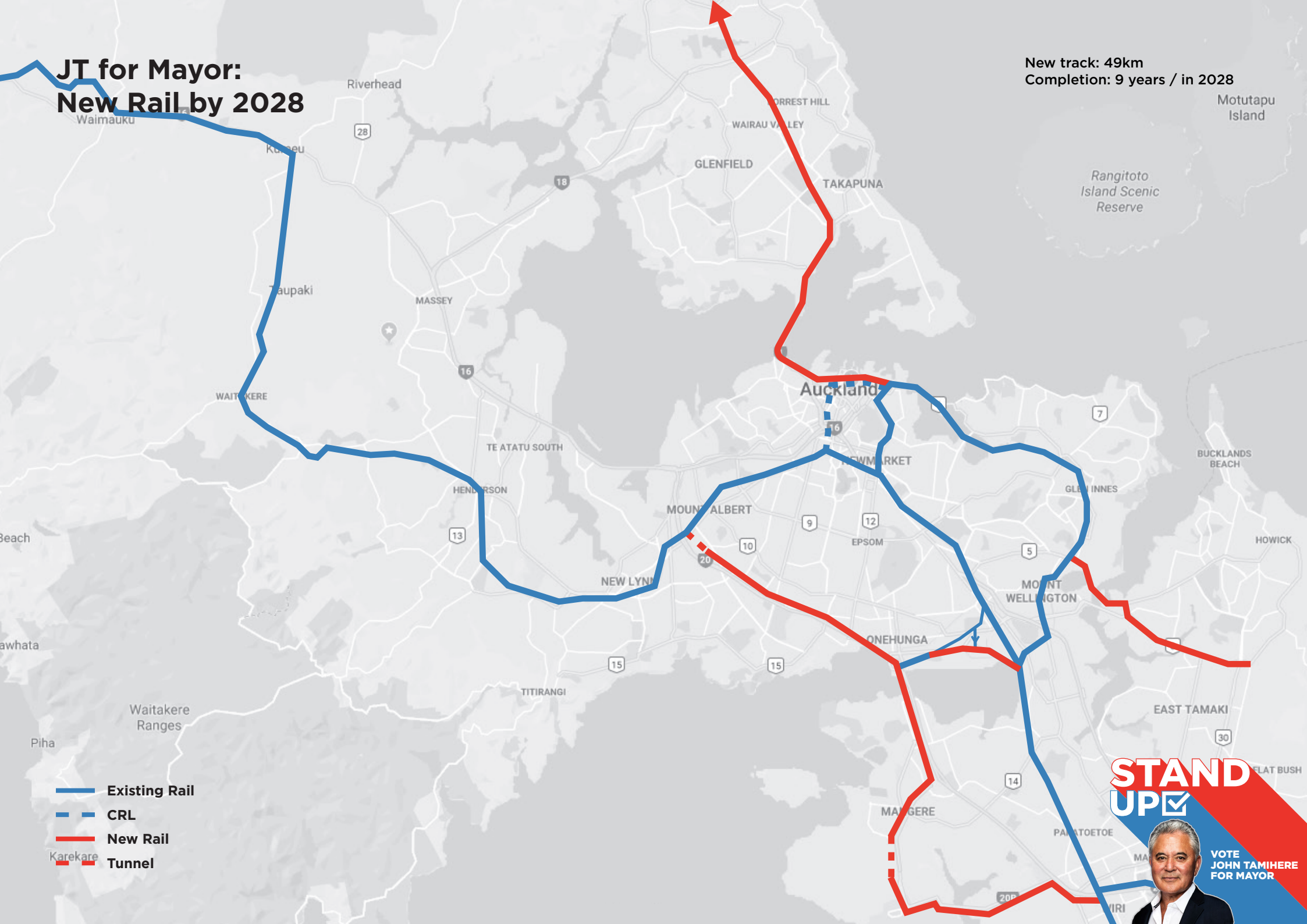
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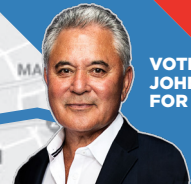
**VOTE
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JT for Mayor: New Rail by 2028

New track: 49km
Completion: 9 years / in 2028



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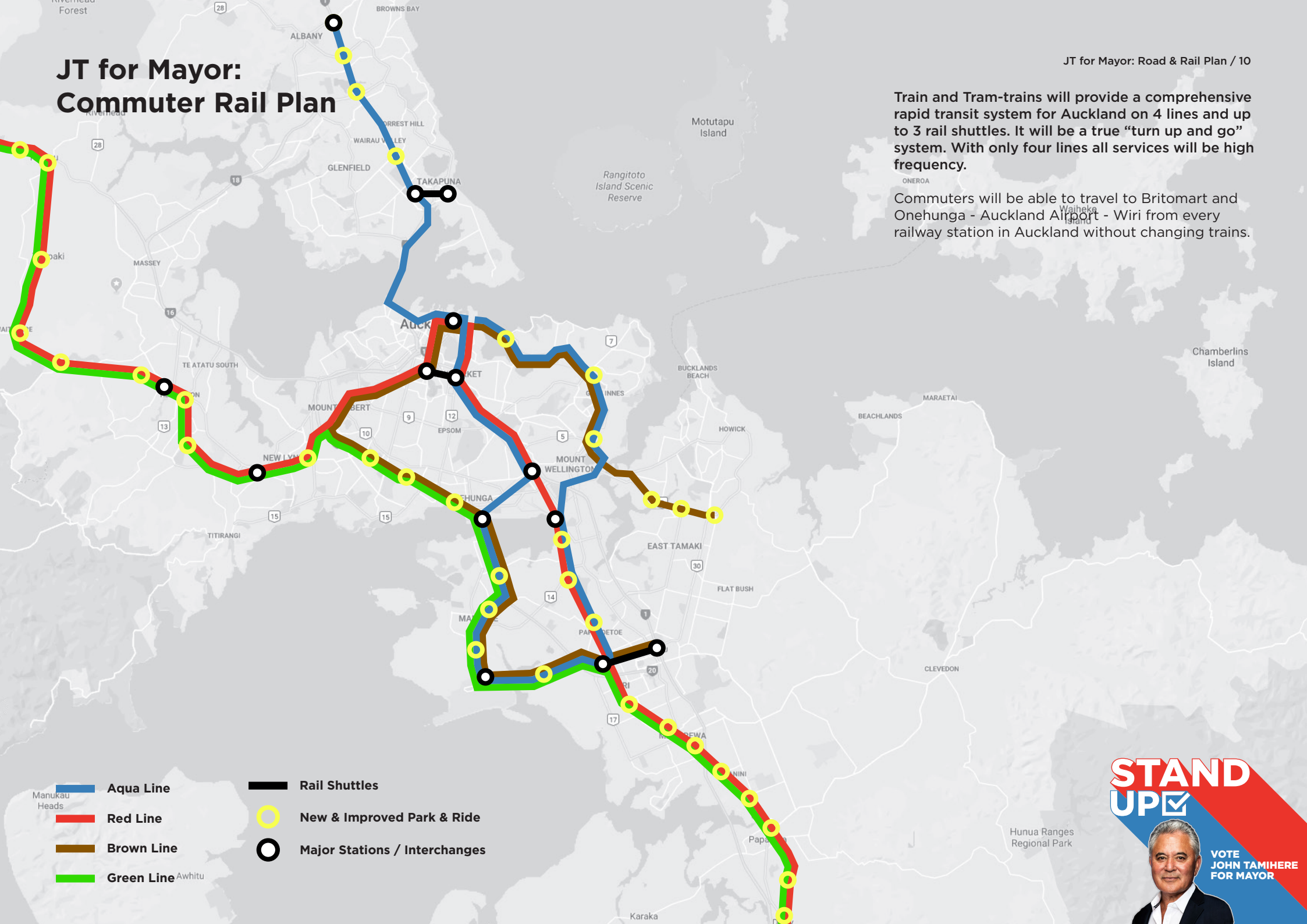
VOTE
JOHN TAMIHERE
FOR MAYOR

JT for Mayor: Commuter Rail Plan

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Train and Tram-trains will provide a comprehensive rapid transit system for Auckland on 4 lines and up to 3 rail shuttles. It will be a true “turn up and go” system. With only four lines all services will be high frequency.

Commuters will be able to travel to Britomart and Onehunga - Auckland Airport - Wiri from every railway station in Auckland without changing trains.



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Provincial Rail: Possible Routes

JT for Mayor: Road & Rail Plan / 11

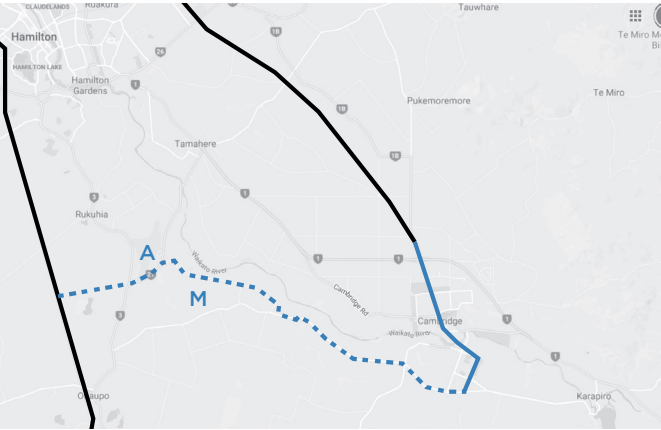
Tram-trains will run on the main lines at up to 150 km/hr, on street rail in some provincial cities and in the Auckland CBD.

Street rail is the only way for rail to access the Auckland CBD as Britomart is at capacity at peak times, and the CRL is predicted to be at capacity at peak times.

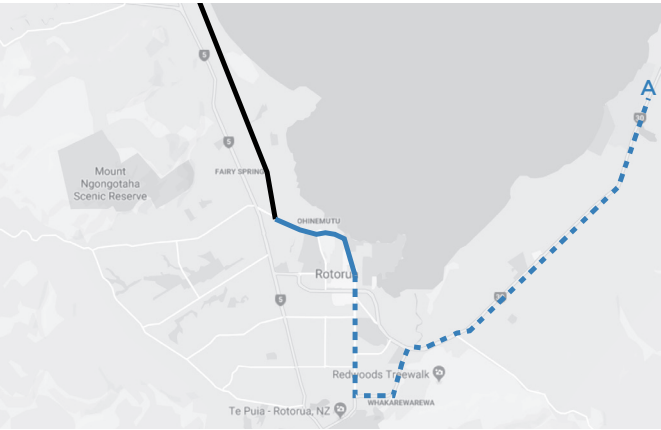
- Auckland - Hamilton - Rotorua
- Whangarei - Auckland - Hamilton - Cambridge
- Auckland - Hamilton - Tauranga - Kauerau
- Auckland - Hamilton - Te Kuiti



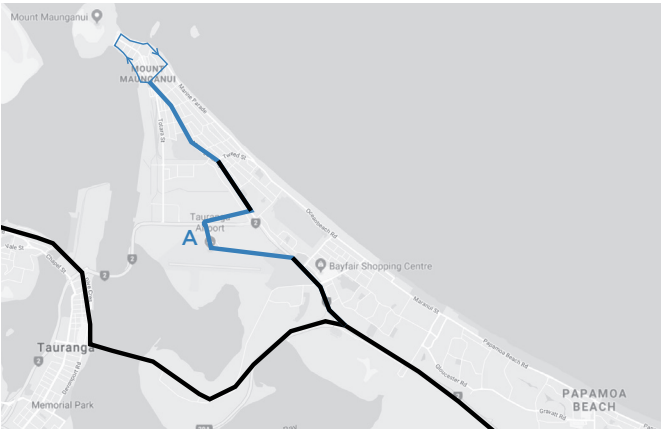
Provincial Rail: Possible Routes in the Centres of Provincial Cities



Hamilton / Cambridge - Provincial Rail



Rotorua - Provincial Rail



Tauranga / Mt Maunganui - Provincial Rail

- A Airport
- M Mystery Creek
- Existing Rail
- Possible New Rail
- - Possible Extension

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Travel Times in Auckland

Under the JT for Mayor: Track and Road Plan, public transport travel times will be made competitive with travel times by car.

Red numbers are travel time by best available public transport at 8am weekdays.

Blue numbers are travel time by car at 8am on weekdays.

**Red numbers are travel time from centre to centre at 8am by train, or by bus if there is no train service.*

**Blue is by car. All times are best case using Google Maps Data and uses centre of suburb as measure.*



Auckland Harbour Bridge superstructure replacement. A bold new plan to cater for Auckland's growth.

Superstructure replacement, a common practise internationally, is a way to extend the service life and/or expand the capacity of a bridge without having to build a completely new bridge. The plan envisions a new two level Auckland Harbour Bridge superstructure, with the same appearance as the 1959 original, on the existing piers which were built so well that engineers consider them to be good for a least 1,000 years.

The AHB piers currently carry the original 1959 superstructure and the two clip-on superstructures added in 1969. NZTA proposes to add a third clip-on to the AHB piers, which would be a second clip-on on the eastern side for cyclists and pedestrians. This would mean four bridge superstructures sitting on and clinging to one set of piers.

John Tamihere has a plan which has been assessed by bridge engineers to replace the three existing bridge structures and the proposed fourth one, with one fit for purpose superstructure on the existing piers catering for road, rail, cycleways and walkways. Construction will cause minimal disruption to traffic and will take 9 years.

The new AHB superstructure will feature 10 traffic lanes on the lower level and 4 rail tracks, 2 walkways and 2 cycleways on the upper level. The superstructure replacement process is:

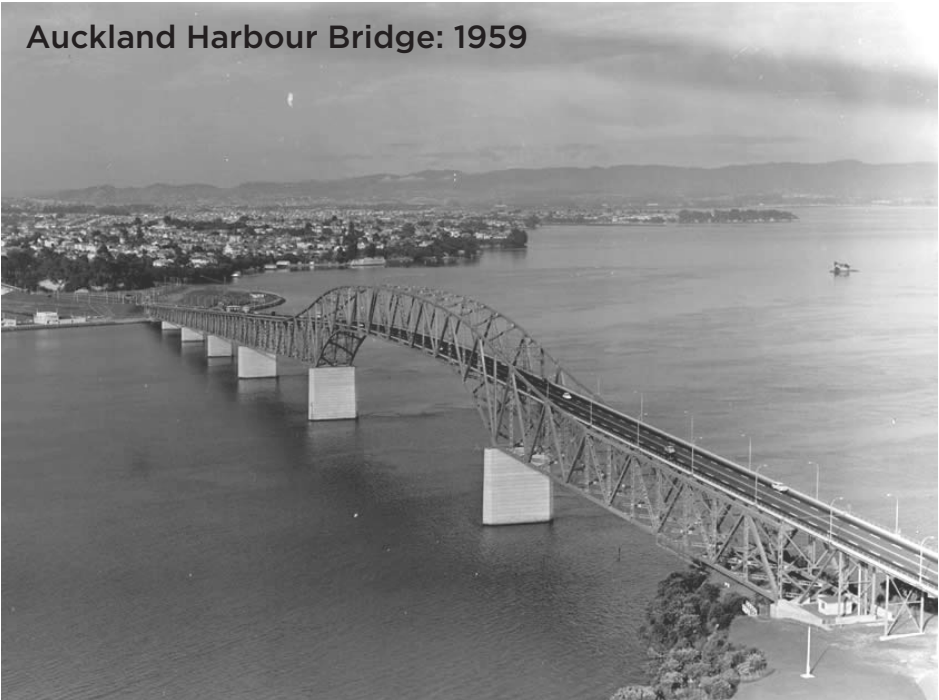
- Build new AHB superstructure on temporary piers to the east of the existing bridge;
- Switch road traffic to the new superstructure;
- Remove the old superstructures from the existing piers;
- Slide the new superstructure west, over 24 hours, to its final position on the existing piers;
- Allow traffic to flow on the 2 footpaths, 2 cycleways, 10 road lanes and 4 rail tracks on the new superstructure in its permanent position.

Full or partial superstructure replacement has been carried out on a number of bridges in the United States including the Milton-Madison Bridge over the Ohio River which was built in 1929. Its superstructure was replaced in 2014 at a cost of USD \$103.7m. Superstructure replacement will bring forward by decades rail connectivity and improved road provision to the North Shore, at a significantly reduced cost than other options. It will be a priority for John Tamihere as Mayor.



Auckland Harbour Bridge superstructure replacement.

Bridge	Auckland Harbour Bridge	Milton-Madison Bridge
Body of water	Waitemata Harbour Auckland	Ohio River Milton KY - Madison IN
Width of water	990m	970m
Main span	244m	183m
Height above water	43m	22m
Deck width	13m	6m



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FOR MAYOR

Milton-Madison Bridge superstructure replacement.



1. Build new superstructure on temporary piers adjacent to original superstructure.



3. Slide new superstructure into its permanent position.



2. Switch traffic to new superstructure in temporary location and remove old superstructure.



4. New superstructure in place on existing piers. Cost of Milton-Madison Bridge superstructure replacement in 2014: US \$103.7M.

<https://www.youtube.com/watch?v=nik2Mh78VdE>
https://www.youtube.com/watch?v=X4f_1uC0iXc

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Auckland Harbour Bridge superstructure replacement.

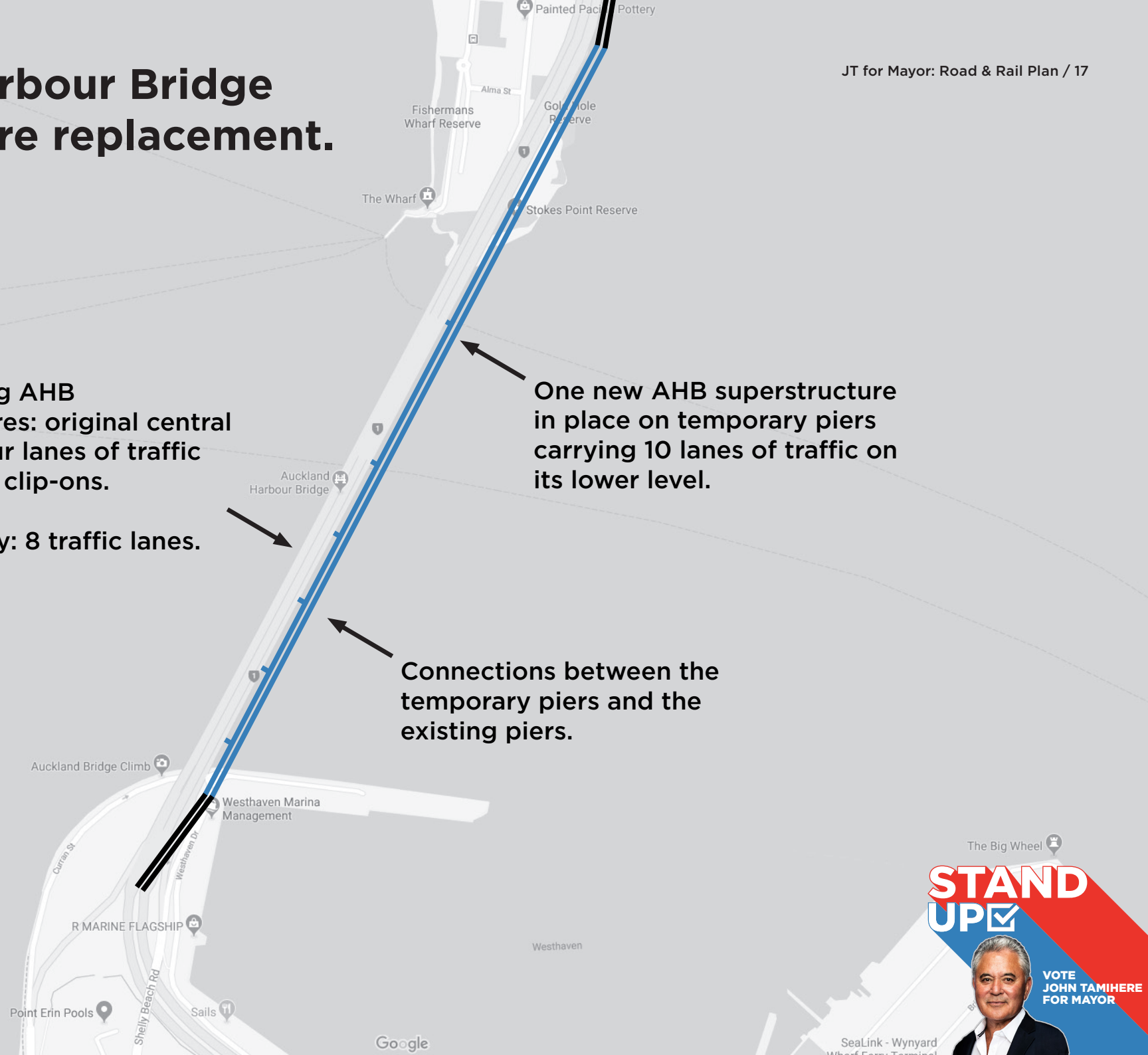
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Three existing AHB superstructures: original central span with four lanes of traffic and two lane clip-ons.

Total capacity: 8 traffic lanes.

One new AHB superstructure in place on temporary piers carrying 10 lanes of traffic on its lower level.

Connections between the temporary piers and the existing piers.



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Auckland Harbour Bridge superstructure replacement.

JT for Mayor: Road & Rail Plan / 18



**New AHB superstructure in place
on the original piers:**

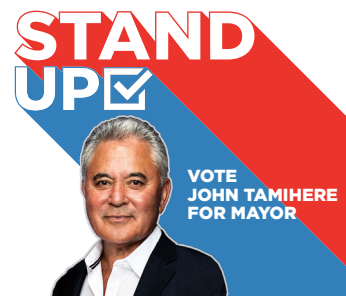
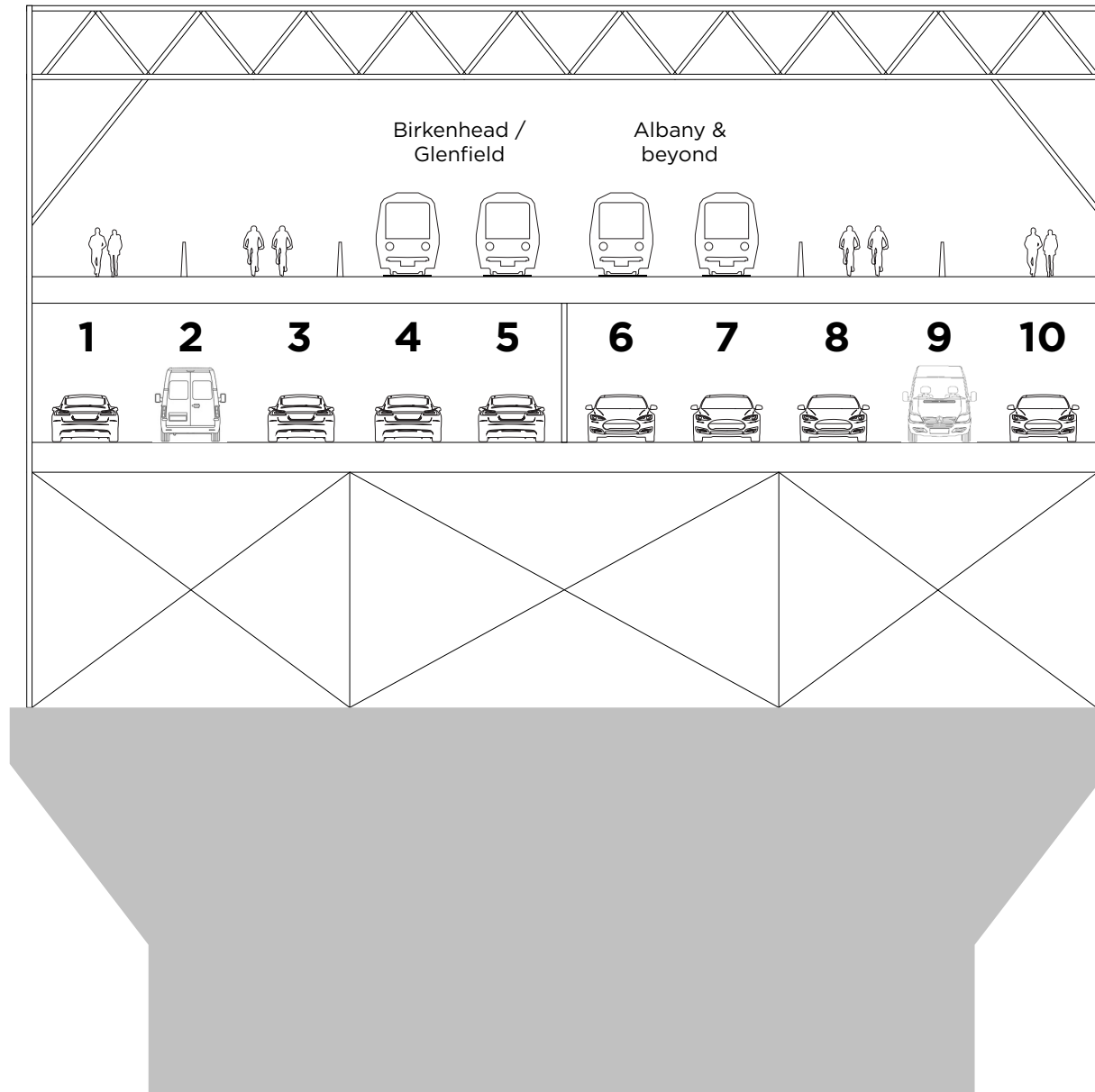
**10 traffic lanes on lower level;
4 rail tracks, 2 cycleways and
2 walkways on upper level.**



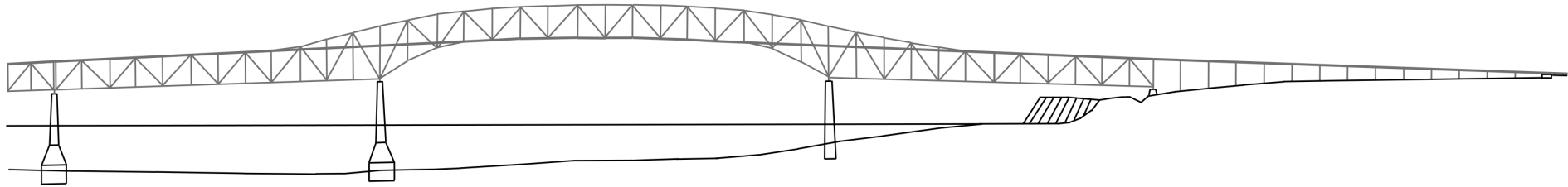
Auckland Harbour Bridge new superstructure.

10 traffic lanes, 4 rail tracks, 2 cycleways, 2 walkways.

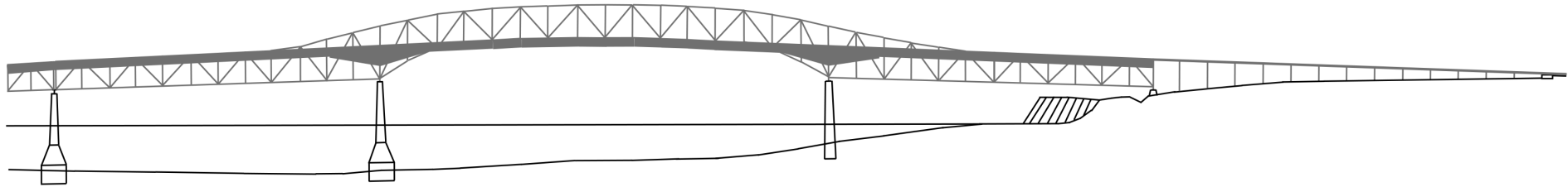
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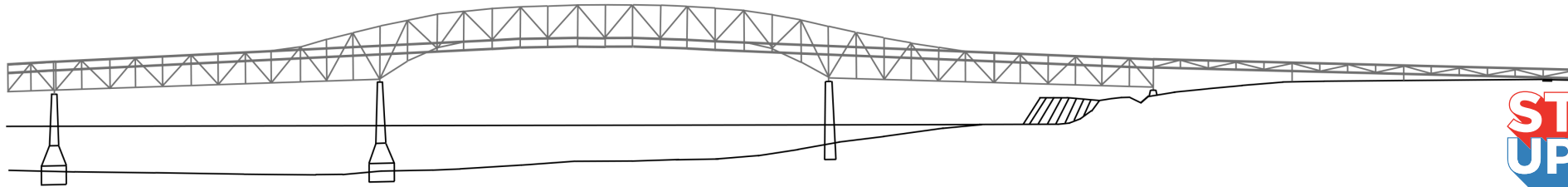
Auckland Harbour Bridge new superstructure.



AHB Original – 1959
Cost: £7.5m



AHB with clip-ons added
in 1969



AHB with new two
level superstructure

**STAND
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FOR MAYOR

JT for Mayor: Road and Rail Plan

A bold plan to get Auckland moving.

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